

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) A safety system for a locking device of a motor vehicle comprising:

a unit control device ~~which has~~ comprising at least one power switch for ~~controlling~~ actuating an electromechanical unit ~~into~~ a blocking state;

a central control device ~~which has~~ comprising signal links to the unit control device and further unit control devices of the motor vehicle, ~~wherein at least~~ the electromechanical unit ~~can be controlled~~ being controllable through the central control device via the signal links; and

an electrical lead connection ~~which is~~ being independent of the signal links[.];

wherein the unit control device is connected to the central control device through the independent electrical lead connection, and wherein ~~a potential of a control connection of the power switch or a power connection of the unit control device is controllable by the central control device via the independent electrical lead connection[.], the central control device thus enabling, via the independent electrical lead connection, the unit control device to actuate the electromechanical unit into the blocking state, the actuating not being possible without the enabling by the central control device.~~

2. (Currently Amended) A safety system according to claim 1 wherein the central control device ~~has~~ comprises an evaluator device formed by a micro controller which is designed to control the power connection in dependence on a state or an emergency operation of the signal links.

3. (Currently Amended) A safety system according to claim 1 wherein for control, the central control device is constituted to apply a potential ~~can be switched~~ to the independent electrical lead connection.

4. (Currently Amended) A safety system according to claim 1 wherein the central control device has comprises at least one switch for switching the independent electrical lead connection between or separating at least two different potentials.

5. (Currently Amended) A safety system according to claim [[1]] 4 wherein for controlling the "blocking" (safe) state, ~~the control of the potential through~~ the central control device and a ~~control through~~ a logic (μ C) of the unit control device are linked by a logical AND-link formed by a series connection of the switch of the central control device and a switch of the logic of the unit control device.

6. (Cancelled)

7. (Currently Amended) A safety system according to claim 1 wherein ~~the potential~~ for controlling the power switch ~~of the unit control device, can be switched~~ a potential applied to the independent electrical lead connection is switchable, by the central control device, between the an earth potential and a control potential which is smaller than or equal to a battery potential in order to separate the independent electrical lead connection from the battery potential and to switch it to the earth potential.

8. (Currently Amended) A safety system according to claim 1 wherein the signal ~~connections~~ links are a constituent part of a BUS-system.

9. (Currently Amended) A safety system according to claim 1 wherein the unit control device has comprises a micro controller which is connected to the control connection for controlling the power switch.

10. (Currently Amended) A safety system according to claim 9 wherein the micro controller of the unit control device is ~~in active connection with~~ connected to the independent electrical

lead connection for evaluation of ~~the actual~~ a potential of the independent electrical lead connection.

11. (Currently Amended) A safety system according to claim 10 wherein the micro controller of the unit control device is designed for transferring a status of the potential of the ~~control~~ independent electrical lead connection, power switch or state of the electromechanical unit to the central control device through one of the signal links.

12. (Currently Amended) A safety system according to claim 1 wherein the unit control device is mounted in a vehicle door and the central control device is mounted outside of the vehicle door, but inside the motor vehicle.

13. (Currently Amended) A safety system according to claim 1 wherein a relay ~~in the form of constituting~~ a power switch ~~can be controlled~~ is controllable and via the independent electrical lead connection is connected to a ~~connection of a~~ relay coil of the relay.

14. (Currently Amended) A method for safeguarding ~~an adjusting~~ a locking device of a motor vehicle, ~~wherein controlling the method comprising, for actuating~~ a lock of the motor vehicle into the blocking state, ~~the steps of comprises:~~

evaluating the ~~functional reliability~~ functioning of a central control device and its signal links of the central control device;

~~evaluating characteristic values characterizing the operating state of the motor vehicle;~~
~~switching~~ applying a potential for controlling the lock to an electrical lead connection independent of the signal links of the central control device;

transferring a control command through one of the signal links of the central control device to a unit control device; and

~~energizing~~ actuating an electromechanical unit of the lock through a power switch of the unit control device ~~by means in dependence~~ of the potential ~~when if~~ a fault-free functioning

method of the devices central control device and the signal links is detected ~~through evaluation during the evaluating.~~

15. (Currently Amended) A method for safeguarding a locking device of a motor vehicle by preventing an unintended ~~control~~ actuation of a lock of the motor vehicle into ~~the~~ a blocking state in the event of a failure, breakdown or ~~started~~ emergency operation of a bus system of the motor vehicle[,], comprising the steps of:

detecting the failure or breakdown through a central control device of the motor vehicle and ~~starting~~ initiating an emergency operation[,], or transferring information on ~~an started~~ initiated emergency operation from a unit control device through the bus system to the central control device,

~~switching~~ applying a ~~control~~ potential to a lead connection which is connected to the unit control device and is independent of ~~the connections of~~ the bus system,

wherein the ~~switching step~~ applying is performed by the central control device, and wherein in dependence on ~~the this control~~ potential applied to the lead connection ~~a control an~~ actuation of the locking device into the blocking state is prevented.

16. (Cancelled)

17. (Cancelled)

18. (Currently Amended) A method according to claim 14 wherein the unit control device is a door control device.